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TRAFALGAR DAY.

Extracts From Issue of the London Times 109 Years Old, Dated Nov. 7th, 1805, Containing Gazette Extraordinary With Collingwood's Despatches Reporting the Death of Nelson and the Victory of Trafalgar --Also Editorial of the Times on the Glorious News.

LONDON GAZETTE EXTRAORDINARY.

WEDNESDAY, Nov. 6, 1805.
Admiralty Office, Nov. 6.

Dispatches, of which the following are Copies, were received at the Admiralty this day, at one o'clock, A.M., from Vice-Admiral Collingwood, Commander in Chief of his Majesty's ships and vessels off Cadix:—

Buryals, off Cape Trafalgar, Oct. 22, 1805.

Sir,—The ever-to-be-lamented death of Vice-Admiral, Lord Viscount Nelson, who in the late conflict with the enemy fell in the hour of victory, leaves to me the duty of informing my Lords Commissioners of the Admiralty that on the 19th instant it was communicated to the Commander in Chief, from the ships watching the motions of the enemy in Cadix, that the combined fleet had put to sea; as they sailed with light winds Westerly, his Lordship concluded their destination was the Mediterranean, and immediately made all sail for the Straights entrance with the British Squadron, consisting of twenty-seven ships, three of them sixty-fours, where his Lordship was informed by Captain Blackwood (whose vigilance in watching and giving notice of the enemy's movements has been highly meritorious) that they had not yet passed the Straights.

On Monday, the 21st instant at daylight, when Cape Trafalgar bore E. by S. about seven leagues, the enemy was discovered six or seven miles Eastward, the wind about West, and very light. The Commander in Chief immediately made the signal for the fleet to bear up in two columns as they are formed in order of sailing; a mode of attack his Lordship had previously directed to avoid the inconveniences and delay in forming a line of battle in the usual manner. The enemy's line consisted of thirty-three ships (of which eighteen were French and fifteen Spanish), commanded in chief by Admiral Villeneuve; the Spaniards under the direction of Gravina, were with their heads Northward, and formed their line of little closeness and correctness; but as the mode of attack was unusual, so the structure of their line was new; it formed a crescent, convexing the leeward, so that in leading down to the centre I had both their van and rear abait the beam; before the fire opened, every alternate ship was about a cable's length to windward of her second ahead and astern, forming a kind of double line, and appeared when on their beam to leave very little interval between them; and this without crowding their ships. Admiral Villeneuve was in the Bucentaure in the centre, and the Prince of Asturias bore Gravina's flag in the rear; but the French and Spanish ships were mixed without any apparent regard to order of national squadrons.

As the mode of our attack had been previously determined on and communicated to the Flag Officers and Captains, few signals were necessary, and none were made except to direct close order as the lines bore down. The Commander in Chief in the Victory, led the weather column, and the Royal Sovereign, which bore my flag, the lee.

The action began at twelve o'clock by the leading ships of the column breaking through the enemy's line, the Commander in Chief about the tenth ship from the van, the Second in Command about the twelfth from the rear, leaving the van of the enemy unoccupied; the succeeding ships breaking through in all parts, astern of their leaders, and engaging the enemy at the muzzles of their guns. The conflict was severe; the enemy's ships were fought with gallantry highly honourable to their Officers; but the attack on them was irresistible, and it pleased the Almighty Disposer of all events to grant his Majesty's arms a complete and glorious victory. About three P.M., many of the enemy's ships having struck their colours, their line gave way; Admiral Gravina with ten ships joining their frigates to leeward, stood towards Cadix. The five headmost ships in their van tacked, and standing to the Southward, to windward of the British line, were engaged, and the sternmost of them taken; the others went off, leaving to his Majesty's squadron nineteen ships of the line (of which three are first-rate—the Santissima, Trinidad, and the Santa Anna), with three Flag Officers, viz., Admiral Villeneuve, the Commander in Chief, Don Ignacia Maria D'Aliva, Vice Admiral; and the Spanish Rear Admiral, Don Bathazar Hidalgo Cisneros.

After such a victory it may appear unnecessary to enter into particulars on the particular parts taken by the several Commanders; the conclusion says more on the subject than I have language to express; the spirit which animated all was the same; when all exert themselves zealously in their country's service, all deserve that their high merits should stand recorded; and never was high merit more conspicuous than in the battle I have described.

The Achille (a French 74), after having surrendered, by some mismanagement of the Frenchmen took fire and blew up; two hundred of her men were saved by the Tenders. A circumstance occurred during the action which so strongly marks the invincible spirit of British seamen, when engaging the enemies of their country, that I cannot resist the pleasure I have in making it known to their Lordships. The Temeraire was boarded by accident or design by a French ship on one side and a Spaniard on the other; the contest was vigorous, but in the end the combined English were torn from the poop and the British hoisted in their places. Such a battle could not be fought without sustaining a great loss of men. I have not only to lament in common with the British Navy and the British Nation in the fall of the Commander in Chief, the loss of a hero whose name will be immortal and his memory ever dear to his country; but my heart is rent with the most poignant grief for the death of a friend to whom by many years intimacy and a perfect knowledge of the virtues of his mind, which parts and ideas superior to the common race of men, I was bound by the strongest ties of affection; a grief to which the glorious occasion in which he fell does not bring the consolation which perhaps it ought. His Lordship received a musket ball in his left breast about the middle of the action, and sent an Officer to me immediately with his last farewell, and soon after expired. I have also to lament the loss of those excellent Officers Captains Duff, of the Mars, and Cooke, of the Bellephophon: I have yet heard of none others. I fear the numbers that have fallen will be found very great, when the returns come to me; but it having blown a gale of wind ever since the action, I have not yet had it in my power to collect any reports from the ships.

The Royal Sovereign having lost her masts, except the tottering foremast, I called the Euryalus to me while the action continued, which ship lying within hail, made my signals—a service Captain Blackwood performed with great attention; after action I shifted my flag to her, that I might more easily communicate any orders to, and collect the ships, and towed the Royal Sovereign out to seaward. The whole fleet was now in a very perilous position, many dismasted, all shattered, in thirteen fathoms of water off the shoals of Trafalgar; and when I made the signal to prepare to anchor, few of the ships had an anchor to let go, their cables being shot; but the same good Providence which aided us through the day preserved us through the night, by the wind shifting a few points, and drifting the ships off the land, except four of the captured dismasted ships, which are now at anchor off Trafalgar, and I hope will ride safe until those gales are over.

Having thus detailed the proceedings of the fleet on this occasion, I beg to congratulate their Lordships on a victory which I hope will add a ray to the glory of his Majesty's crown, and be attended with public benefit to our country. I am, &c., (Signed.)

C. COLLINGWOOD.

William Marsden, Esq.
The order in which the ships of the British Squadron attacked the combined Fleets on the 21st of October, 1805.

| VAN. | REAR. |
|---------------------|-----------------|
| Victory | Royal Sovereign |
| Temeraire | Mars |
| Neptune | Belleisle |
| Conqueror | Tenement |
| Leviathan | Bellerophon |
| Ajax | Corona |
| Orion | Achille |
| Agamemnon | Polyphemus |
| Minotaur | Revenge |
| Spartiate | Swiftness |
| Britannia | Defence |
| Africa | Thunderer |
| Euryalus | Defiance |
| Sirius | Prince |
| Phoebe | Dreadnought |
| Naiad | |
| Pickle Schooner | |
| Entrepenante Cutter | |

(Signed.) C. COLLINGWOOD.

The Times.

LONDON,

THURSDAY, NOVEMBER 7, 1805.
The Publication to the Newsman finished this morning at half-past seven.

The official account of the late naval action, which terminated in the most decisive victory that has ever been achieved by British skill and gallantry, will be found in our paper of this day. That the triumph, great and glorious as it is, has been dearly bought, and that such was the general opinion, was powerfully evinced in the deep and universal affliction with which the news of Lord Nelson's death was received. The victory created none of those enthusiastic emotions in the public mind, which the success of our naval arms have in every former instance produced. There was not a man who did not think that the life of the Hero of the Nile was too great a price for the capture and destruction of twenty sail of French and Spanish men-of-war. No oblations of popular transport, no demonstration of public joy, marked this great and important event. The honest and manly feeling of the people appeared as it should have done; they felt an inward satisfaction at the triumph of their favourite arms; they mourned with all the sincerity and poignancy of domestic grief their Hero slain.

To the official detail we are enabled to add the following particulars respecting the death of as great an Admiral as ever wielded the Naval thunder of Britain. When Lord Nelson found that by his skilful manoeuvres he had placed the enemy in such a situation that they could not avoid an engagement, he displayed the utmost animation, and with his usual confidence of victory he said to Captain Hardy, and the officers who surrounded him on the quarter deck, "Now they cannot escape us; I think we shall at last make sure of twenty of them. I shall probably lose a leg, but that will be purchasing a victory cheaply." About two hours before the close of the action his Lordship received a wound in the shoulder from a musket ball, which was fired from the tops of the Santissima Trinidad, with which ship he was closely engaged. The ball penetrated his breast and he instantly fell; he was immediately carried below, and the surgeons pronounced the wound mortal. His Lordship received the intelligence with all the firmness and pious resignation to the will of Divine Providence, of which he has given such frequent and signal examples during his brilliant course of peril and of glory. He immediately sent an officer to Admiral Collingwood, the second in command, with his instructions for continuing the action which he had so gallantly

commenced, and the melancholy bequest of his last farewell.

During the short interval between his receiving the wound and his final dissolution he remained perfectly collected, displaying in his last moments the heroism that had marked every action of his glorious life. In that trying moment, cut off from nature and from glory's cause, all his anxiety, all his thoughts, were directed to his country and her fame.

A few minutes before he expired he sent for Captain Hardy; when the Captain came he inquired how many of the enemy's ships had struck. The Captain replied that, as nearly as he could ascertain, fifteen sail of the line had struck their colours. His Lordship then, with that fervent piety which so strongly marked his character, returned thanks to the Almighty; then turning to Captain Hardy he said, "I know I am dying. I could have wished to have survived to breathe my last on British ground, but the will of God be done!" In a few moments he expired.

If ever there was a man who deserved to be "praised, wept, and honoured," by his country, it is Lord Nelson. His three great naval achievements have eclipsed the brilliancy of the most dazzling victories in the annals of English daring. If ever a hero merited the honours of a public funeral and a public mourning, it is the pious, the modest, and the gallant Nelson, the darling of the British Navy, whose death has plunged the whole nation into the deepest grief, and to whose talents and bravery even the enemy he has conquered will bear testimony.

The action appears to have been gallantly contested by the French and Spaniards. Their object in risking an encounter with such a fleet, commanded by such a man, must have been one of imperative necessity at this moment; no less, we suspect, than a bold effort to acquire a complete ascendancy in the Mediterranean. Had they succeeded in liberating that portion of the Spanish Navy which is confined to the port of Carthage by the bare apprehension of an English Squadron, their united force would have amounted to upwards of forty sail of line. There are also some ships off Toulon, and the Rouchfort Squadron, with its usual success, might have perhaps also added its troops to the combined force. With such a port as Toulon to take refuge in, a fleet of this extent, under Commanders of common capacity, must have occupied a very large portion indeed of our naval strength.

We shall anxiously expect the details of this glorious and important victory. We trust that the apprehensions entertained by Admiral Collingwood with respect to the captured ships may not be realised, and that a few of them, of the French at least, may yet be added to the list of the British Navy.

Captain Sykes, of the Nautilus, and Lieutenant Lapenotiere, of the Pickle schooner, arrived at the Admiralty together about half-past one o'clock yesterday morning. The former did not, as was generally understood, arrive from the scene of action; he fell in by accident with the Pickle schooner, and on learning the intelligence proceeded immediately to Lisbon with the information, from whence he was sent with dispatches, by Mr. Gambrier, the British Consul, to England, and landed at Plymouth. Lieutenant Lapenotiere made the Port of Falmouth, and, by singular coincidence, met Captain Sykes at the gates of the Admiralty. This active officer was yesterday promoted to the rank of Commander.

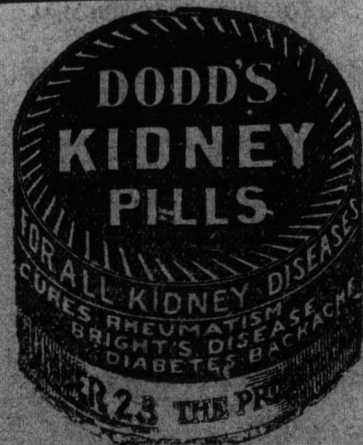
Immediately on the arrival of the dispatches, Lord Barham rose from his bed to peruse them, and continued at business till five o'clock, when a messenger was sent off to his Majesty at Windsor.

Admiral Collingwood's conduct has obtained the fullest approbation, and last night dispatches were sent off to Plymouth, to be forwarded to him by the Acasta, containing a commission which appoints him to the command of the ships in the Mediterranean with the same powers as Lord Nelson had.

The several ships of the line at Portsmouth and Plymouth are ordered to put to sea without loss of time, to reinforce Admiral Collingwood.

Besides those officers mentioned in the Gazette as having fallen in the action, Mr. Scott, Lord Nelson's Secretary, was killed by a chain shot, which cut him asunder.

There was a partial illumination throughout the metropolis last night. A general one will take place this evening.



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